

F

189

.H9P9

LIBRARY OF CONGRESS.

Chap. F189

Shelf H9P9

UNITED STATES OF AMERICA.



✓
PROSPECTUS

OF

Huntington,

PRINCE GEORGES COUNTY, MD.,

ON THE LINES OF THE

BALTIMORE AND POTOMAC RAILROAD,

CONNECTING

NORTHERN AND SOUTHERN STATES

By Air Lines.

AN IMPORTANT JUNCTION OF RAILWAYS

TAKES PLACE AT HUNTINGTON.

1870.

BEN. M. PLUMB & CO.,

Proprietors.

F184
H9P9

HUNTINGTON.

That large property known as the "Carrick Estate," containing, with the additional ground laid out, upwards of *three hundred square acres*, has been purchased and subdivided by the present proprietors for a large *Town Site*.

The *junction of the Baltimore and Potomac Railroad* with the railway to Aquia Creek takes place on the property, the *Main Stem* of the Railroad passing directly through its centre, the town being upwards of a mile in length, the ground gradually rising each way from the Junction and Railways for a half mile—especially adapting the spot to the purposes of a large town, which the proprietors are already assured will be very rapidly built up there. The ground is neither hilly nor stony, but has that pleasant gentle slope from each direction to the Railways. This general account entirely explains the lay of the ground, and renders any more detailed account unnecessary.

Location.

Huntington lies a little north of east from the city of Washington, and less than twelve miles distant, on the high table lands between the valleys of those historical and romantic rivers, the Potomac and Patuxent. The station upon the Annapolis Branch of the Baltimore and Ohio Railroad of the same name, as the last named river, and upon that stream, lies seven miles further east from Huntington.

The Railroad Connections.

The Baltimore and Potomac Railroad forms a direct connection within the city of Baltimore with the Northern Central and the Pennsylvania Central Railways, the former Road now being engaged in tunneling under a portion of the city in order to enable them to make such connection, and avoid the heretofore necessary and slow transit with horses through the city. At the Potomac River the B. & P. R. R. connects with a direct line of rail to Richmond, and by this and its connections farther South will be able to bring passengers from extreme southern points to Baltimore and the North by nearly an *Air Line*, with complete connections, saving the public the delay of traveling by boats to Washington, and there paying double fare to Baltimore. Near Washington it connects with the Point Lookout Road through Southern Maryland, and in Washington City with the Orange and Alexandria R. R., entering the city by crossing the Eastern Branch just below Benning's Bridge, and thence running on Virginia Avenue to Seventh Street West.

Transfer of Passengers at Huntington.

The transfer of all passengers *from* Washington and the North and West to the South, and from the South *to* the North and West and Washington, takes place at Huntington.

Huntington is only twenty minutes ride from Washington.

Fare to Huntington.

The R. R. Company have determined to commute the fare from Washington, by the Quarter, at the rate of *eleven cents per day*, thereby making the short and pleasant ride on new and comfortable cars a less expense than rides upon our street cars.

The R. R. Depot, Shops, &c.

The R. R. Company have purchased thirteen acres from the proprietors for a Double Depot, a large Round House and their Machine Shops. The Depot will be situated in the neck of ground formed by the junction of the Railways, with platforms each way. The balance of the ground will be occupied by the Machine Shops, the Round House, Turn Table and Side Tracks. All these buildings will be built of brick, and will be so arranged and constructed as to be an ornament and honor to the town.

Wide Streets and Avenues

have been laid out, and reservations for Church and School purposes have been made, which latter will be deced free of expense to such Denominations as will build at once. The Episcopal Society have already under consideration the erection of a Church upon one of these reservations.

The streets running from east to west are named by numbers, from *First Street* to *Thirteenth Street*, respectively, and the avenues (except Bowie and Railroad Avenues,) run directly north and south, and have the following names: *Walnut, Maple, Chestnut, Myrtle, Elm, Oak and Spruce Avenues*. *Bowie Avenue* runs parallel with the Railroad reservation, and *Railroad Avenue*, on the opposite side of the railroad, runs parallel therewith.

Chestnut Avenue promises to be one of the most important thoroughfares of the place. It runs nearly through the centre and directly across the junction point of the railways.

The extreme north and south lines of the place are bounded by county roads, which will connect with the streets leading to the Depot.

Each building lot is laid out according to the points of the compass, either lying with north and south or east and west lines, and contains two thousand five hundred square feet of ground, and at the rear of each is a 15-foot public alley.

No Reservations for Future Speculation.—It is usually the case, where a town site of any promise is laid out, that the proprietors reserve alternate lots, and many inquiries have been received as to whether two or more lots could be purchased adjoining each other. The proprietors of Huntington believe that many who would purchase are kept from doing so, and the improvement and growth of a town much damaged and kept back by such a course, and they have therefore resolved to make no such reservation. Any number of lots, of those not heretofore sold, can be obtained in any given location.

Water.

There are a number of fine Springs upon the property, which those who have lived there for forty years past testify to have been perpetual and never-failing, to one large one of which the people from the surrounding country have often come for miles to enjoy the superiority of the water it affords.

Healthfulness of Huntington.

The climate is both moderate and regular. The Town will be upon elevated ground, and free from any wet land whatever. Persons desiring a change of climate for health cannot but be benefitted by the pure country air at Huntington, which, although upon high ground, is not open to the blasts of the seasons. There is no miasma or malaria. Chills and Fevers are entirely unknown. Of one family that have lived there for nearly half a century past not one has had a Chill or Fever. Good health is thus assured every settler at Huntington.

Society at Huntington.

More than 500 Building Lots have already been sold, the large majority of the purchasers of which are making preparations to build at once, and judging from the intelligent and industrious classes to which these advance settlers belong, the very best of Society, and a beautiful Village, is assured at Huntington by the end of the coming summer.

The greater number of our people will be fully able to appreciate a home where children can be reared away from city temptations, and amid the refining influences of rural beauty and social culture.

Had a Railroad ever heretofore had a Depot at this point, so easy of access to Washington city and Baltimore, there would assuredly to-day have been a place there of large numbers of inhabitants, so great are the natural advantages it affords.

A number of Maryland people who reside near the Junction of these Railways have already purchased lots at Huntington, and many living in New York and Pennsylvania are now corresponding with a view of effecting a desirable change of climate by purchasing a site, and settling at Huntington.

The Old Relic.

What is known as the "Old Relic" at Huntington is a two-story stone house, with wing also of stone, which contains 7 rooms, and was built by the late Richard Peach, Esq., in the year 1777. Cut in the stone on one side of the front entrance appear the initials "R. P.," and upon the other the figures "1777." All the partition walls are built of brick.

It is traditional that old Mr. Peach, a century ago lived in a log-house near where the stone structure now stands, and upon coming from his daily toil, from distant points upon his tract of land, he brought in upon his head a large stone, which he piled up, until at last he had, by using some larger ones for the corners, sufficient to build this house, which in its day must have been regarded as an elegant mansion.

Since this mansion was built, the capital of the country has located near it, and doubtless Mr. Peach did not dream when he was laboring upon this choice location, selected by him from his miles of territory, that the time would come when 20 minutes' ride would carry the inmates from the portals of that house to a city, and that city the capital of the whole country.

The old homestead stands as a living witness of those herculean efforts towards enterprise done at Huntington by the generation now passed away; and in honor of those frontier efforts, this structure, which is still in very good condition, having been ever since tenanted, will be kept intact, with the exception of some little embellishment, until it yields to the ravages of time.

Improvements.

There is already at Huntington the stone house mentioned with the out-buildings, a store, besides two other dwellings, which have been put up by purchasers of these Building Sites. The carpenters spoken of are also proceeding to put up two residences for themselves and families, and two other stores will be built there within 60 days. Thus has improvement gone forward even before the Railroad is in running operation, and the coming spring and summer bid fair to see busier and more active times at Huntington than at any place within an hundred miles of the Capital.

Building Material is Abundant.

The Manufacture of Brick: There is a large bed of very superior Brick Clay upon the property, and arrangements have been made to manufacture, at the earliest possible moment in the spring, upwards of a million choice Brick, and this will be immediately followed up by additional manufacture. The proprietors thus possessing the ground and the clay, as well as the wood necessary, they will furnish Brick during the next two years, to all who desire to build at Huntington, at less than one-half the present market price, or about the actual cost of the manufacture.

The proprietors are also prepared to exhibit plans and specifications of

the latest and most approved plans of Country Residences, of brick, with verandahs, containing respectively four, six and eight rooms, and to build the same for about half the cost of frame ones, for a portion cash and the balance on long time.

In connection with this subject there have already settled at Huntington two first-class carpenters, who have purchased a large number of lots, and who, being thereby interested in the full success of the place, will contract with any purchaser or purchasers of Building Sites to build houses on any desired plan at prices and terms that cannot but suit.

A large Quarry of Sandstone is situated convenient to Huntington, from which the proprietors have secured the right to take the stone for building purposes.

There is also at Huntington a large bed of pure white *Pipe Clay*. This has been tested, and is a superior article. The opportunity for engaging in the working of this substance is open, and is a very rare chance for some enterprising party who understands the business. This Clay, with the White Sand, of which there is a large quantity, will also make a fine article of American Porcelain.

Telegraphic Communication.

In less than sixty days Huntington will be in direct telegraphic communication with Washington, and immediately thereafter with Baltimore, Annapolis and Richmond. A Charter has been obtained for a telegraph line from Washington to Baltimore, on the line of the B. and P. R. R., and the Managers are at once going to commence running the wires from Washington, without waiting until the Railroad is completed, and we are promised the wires to Huntington in less than sixty days.

An Agricultural Society at Huntington.

Eighty acres of Ground have been marked out for an *Agricultural Society* at Huntington, which, being at the junction of the Railways, possesses great advantages. Hundreds of subscribers have already placed their names upon the lists for membership. The following extract from a letter received from Robert Bowie, Esq., of Maryland, when the subject was first agitated, will be of some interest: "Presuming my last letter upon the subject of establishing an Agricultural Society at the junction of the Baltimore and Potomac R. R. and its Lateral Branch to Washington was miscarried, I again write you upon the same subject. I send you a copy of a heading to which I obtained in two days 150 subscribers at our County Court. I can easily get over 300 subscribers in Prince Georges county, and 300 more in each of the other counties of the 5th Congressional District, independent of Baltimore and the District of Columbia. The Legislature will be in session this winter, and I think we can easily obtain a Charter, with full privileges, and for a *Joint Stock Company*. I have for many years been deeply interested in the cause of Agriculture, and have canvassed the State successfully upon

several occasions. I believe that with proper energy we can build up a Society at the Junction, as auxiliary to the State Society, and of immense benefit to the surrounding country, and, if established, would insure an entire success in building up a large village at the Junction. I believe I can get twenty-five or thirty thousand dollars worth of stock subscribed to carry out our views besides the membership money. I propose to add the District of Columbia to the 5th Congressional District, and the Society to be styled 'The Southern Maryland and District of Columbia Agricultural Society.' I shall canvass the above-stated area energetically and thoroughly the coming winter and spring, and we will soon have a flourishing society, and a beautiful village.

"I also send you a copy of Col. Bowie's letter, which will be endorsed by hundreds of other agriculturists in Southern Maryland. He delivered the address at the State Fair this fall, which is highly commended."

The following is the copy of the letter headed by Colonel Bowie :

"To all whom it may concern :

"We, the undersigned, are well acquainted with Robert Bowie, Esq., and know that principally to his zealous efforts the Agricultural Society of Prince Georges County, Md., was kept up ; also that he was the efficient agent in raising a heavy subscription of stock to the Baltimore and Potomac Railroad, and to his exertions as agent is due the building up of the Agricultural College of Maryland. His acquaintance in Southern Maryland, and, indeed, over the whole State is very extensive, and possessing ability, zeal, great tact and persevering industry, we consider him pre-eminently qualified as agent in establishing any such great public enterprise as those above-referred to.

"W. W. W. BOWIE," and Others.

The following is the heading for the Subscription List for Membership referred to in Mr. Robert Bowie's letter .

"Whereas, it is contemplated to establish an Agricultural Society, as auxiliary to the *State Agricultural Society*, and to be styled '*The Southern Maryland and District of Columbia Agricultural Society*,' composed of the several counties constituting the Fifth Congressional District, viz : St Mary's Charles, Calvert, Prince Georges, Anne Arundel, Montgomery, Howard and a portion of Baltimore County, and the District of Columbia—to be located at the Junction of the Baltimore and Potomac Railroad and its Lateral Branch at Washington ; Now, Therefore, We, the Undersigned, do promise to become members of the said Society, the cost of membership to be five dollars (\$5.00) per annum, payable in the month of August in each and every year, subject to the Rules and Regulations of the said Society."

Early Enterprise.

"First come, first served." The advantages of early securing a fine

Site for a future Home, cannot be too strongly impressed. Besides the choice in the exact location of your building spot, and the extremely low price and easy terms upon which they are now selling, there are innumerable other advantages in being among the advance ones of the purchasers and thus becoming early identified with the Town, which will commend themselves to the reader. Early and earnest action towards incorporating a Town will be taken. A Post Office will be located at Huntington at once.

Investments at Huntington.

An investment here is easily made, and combines the advantages both of saving the principal and affording a large profit. Its speedy rise in value is a thing upon which there can be no doubt. Investments in real estate seem to be the important feature which generally decide a man's prosperity. If we look around among our friends we always find that those who have become rich are those who have invested in real estate. It seems to matter little how great prosperity may be in business, if it is not invested in real estate it soon departs. Such investments are secure and permanent, cannot well decrease in value, and can never become worthless. The first step gives the desire of acquisition and opens the field of future enterprise. To those who have not we would say take a step in the right direction and secure one or more of the building sites, which will so soon more than treble in value, where lots are therefore relatively cheaper than those obtained in less improving sections even if obtained for nothing. As the Railroad approaches completion and improvements go forward these lots will increase in value. The R. R. Company alone by their buildings and shops (the latter of which will bring hundreds of sturdy mechanics with their families there very soon) will make a flourishing place. With the employment of so large a number of mechanics by the R. R. company large disbursements of money, amounting to thousands of dollars per week, must necessarily be made by them at the Junction, this will also serve to build up a business place at this point, and all this, together with the natural advantages for country residences for those employed in the Capital City, (a thing that here, unlike other cities, is nearly unknown,) the easy access of 20 minutes ride, and the extremely low cost of fare, make an investment at Huntington a decided speculation. It is perfectly natural that a spot combining such advantages should, in an incredibly short space of time, advance at a rate almost without parallel. Already have large amounts as bonus been paid by parties to others who had secured some business location. This further attests that all that Washington needs is radiating lines of Railway to be encircled by business Towns and Manufactories.

The Title.

The title is absolute and indisputable. Full Warrantee Deeds given, clear of all incumbrances, when the money is paid. To save parties desiring to purchase any uneasiness concerning the title to Huntington, we print the

subjoined certificate from Walter W. W. Bowie and Caleb S. Keech, Esqs., two well known lawyers of Prince George's County, where the property is situated:

" We have examined the title to the property known as the Estate of the late Henry Carrick, situated in Prince George's County, in the State of Maryland, and find the same in Ben. M. Plumb, and Mrs. E. C. Kendig, and Gorham P. Hopkins, of Washington City, D. C., who have subdivided the property and are in a condition to give a perfect title.

(Signed) W. W. W. BOWIE,
(Signed) CALEB S. KEECH.

DECEMBER 16, 1869.

Our Prices and Terms.

For the present, we offer these *Building Sites* for \$25 cash; or \$30, with \$5 down, and the balance in instalments of \$5 per month. To those classes in Washington who get a stipulated salary, our long time payments will especially commend themselves. It is these classes that such an opportunity as the present will especially benefit. The 20 minutes' ride will be nought but a pleasure. The weather makes little difference with persons living outside the city, and whose business is within it, provided they can have the cars to come in on. The fare is so nominal that it amounts to merely nothing. To such, this enterprise far exceeds the privileges offered by Building Associations, and offers inducements far greater, which cannot fail to be easily seen.

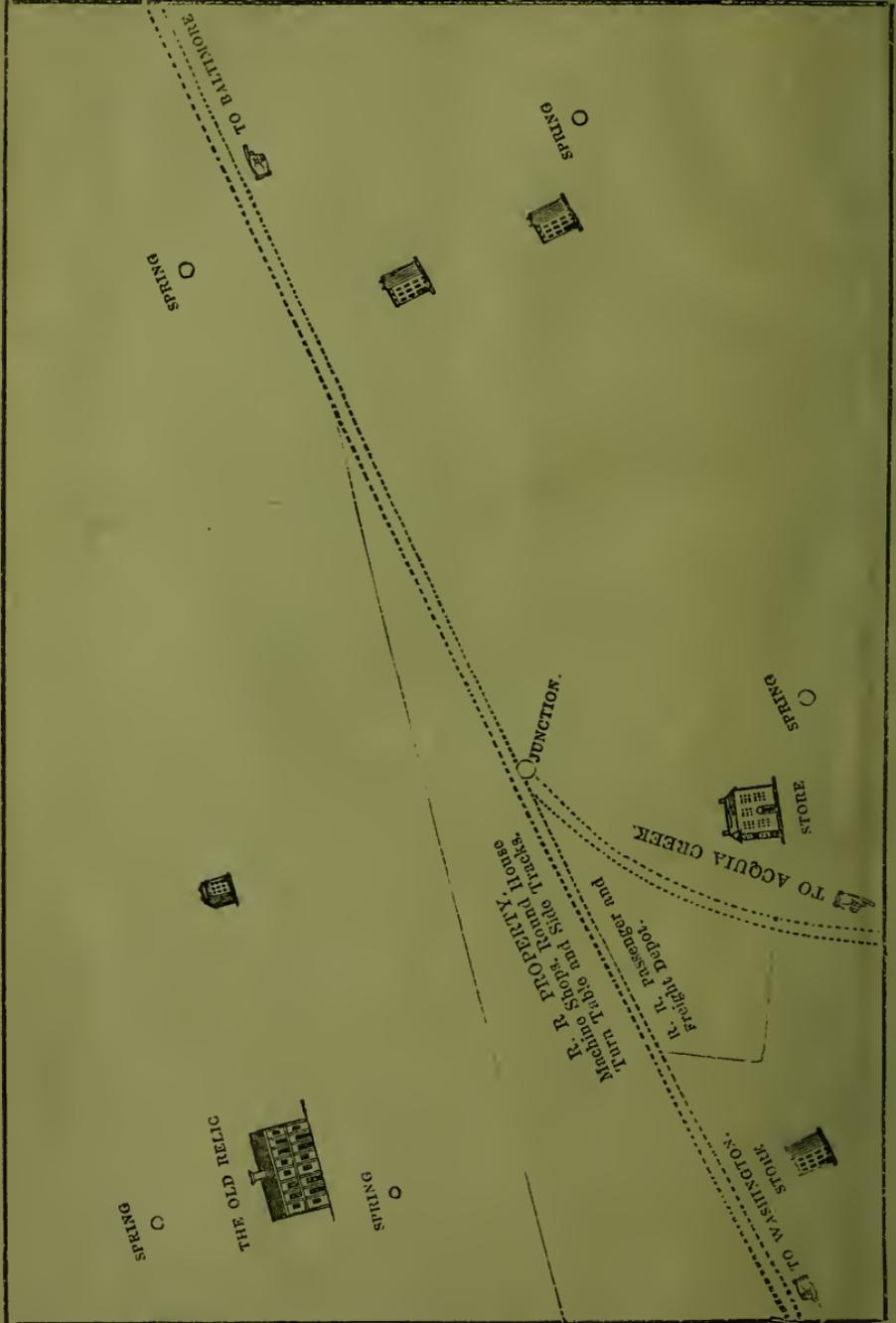
We assure our readers of the entire correctness of what is herein stated, and aver that each and every statement is strictly in accordance with the actual facts. We invite any and all to visit the place. Those who have done so have all made larger purchases than they intended. Not a single visitor has failed to purchase *something*.

It is our intention, as soon as a good share of the lots have been disposed of, to increase the price. But such an enterprise must be well started, and for such a purpose we offer at present these building lots at the prices and on the terms here quoted

Our main office is at No. 254 F Street, nearly opposite the Ebbitt House, where can be seen the *Map and Plan of Huntington*, and all further information obtained. Plats may also be seen at Justice Plant's Office, South Side Pennsylvania Avenue, between 12th and 13th Streets, and at Andrew Foulke's, Postmaster at Bladensburg, Maryland.

BEN. M. PLUMB & CO.,
Proprietors.

BIRD'S-EYE VIEW OF HUNTINGTON.



SPRING

THE OLD RELIC



SPRING

JUNCTION

R. R. PROPERTY
Machine Shops, Round House,
Turn Table and Side Tracks.

R. R. Passenger and
Freight Depot.

TO AQUIA CREEK



SPRING



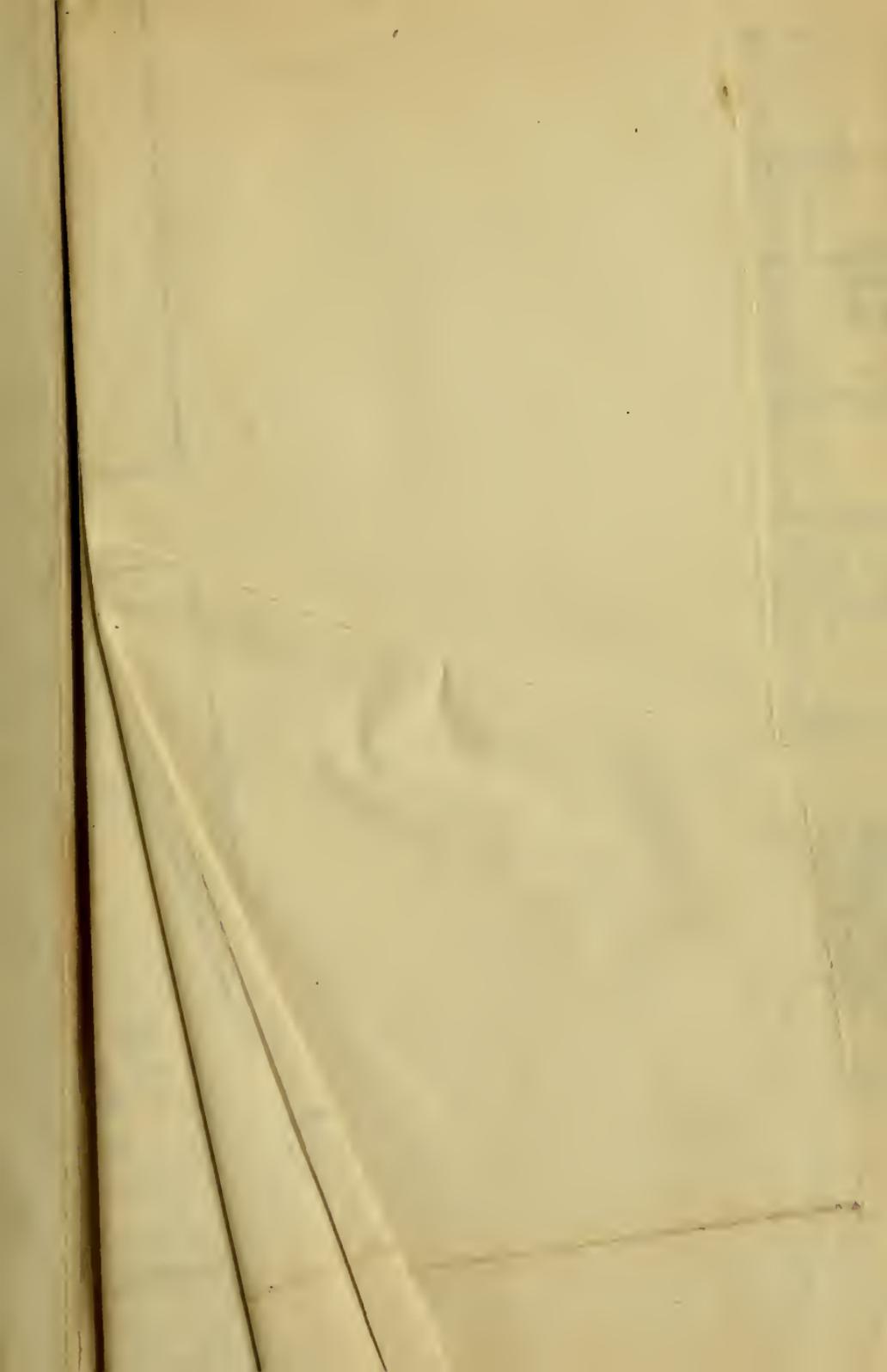
TO WASHINGTON

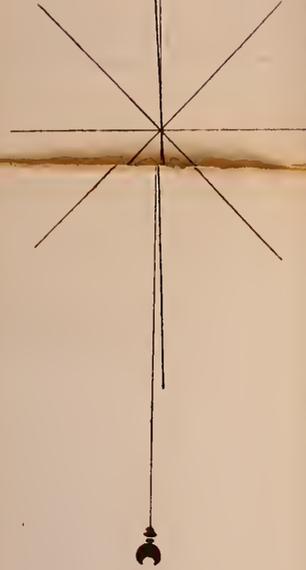
SPRING



SPRING

TO BALTIMORE





64	1	64	1	64	1
65	2	65	2	65	2
66	3	66	3	66	3
67	4	67	4	67	4
68	5	68	5	68	5
69	6	69	6	69	6
70	7	70	7	70	7
71	8	71	8	71	8
72	9	72	9	72	9
73	10	73	10	73	10
74	11	74	11	74	11
75	12	75	12	75	12
76	13	76	13	76	13

64	1	64	1
65	2	65	2
66	3	66	3
67	4	67	4
68	5	68	5
69	6	69	6
70	7	70	7
71	8	71	8
72	9	72	9
73	10	73	10
74	11	74	11
75	12	75	12
76	13	76	13

64	1	64	1
65	2	65	2
66	3	66	3
67	4	67	4
68	5	68	5
69	6	69	6
70	7	70	7
71	8	71	8
72	9	72	9
73	10	73	10
74	11	74	11
75	12	75	12
76	13	76	13

57	1	57	1
58	2	58	2
59	3	59	3
60	4	60	4
61	5	61	5
62	6	62	6
63	7	63	7
64	8	64	8
65	9	65	9
66	10	66	10
67	11	67	11
68	12	68	12
69	13	69	13

62	1	62	1
63	2	63	2
64	3	64	3
65	4	65	4
66	5	66	5
67	6	67	6
68	7	68	7
69	8	69	8
70	9	70	9
71	10	71	10
72	11	72	11
73	12	73	12
74	13	74	13

RAILROAD
MACHINE SHOPS

JUNCTION

Passenger
Freight
DEPOTS.

TO WESTINGTON 12 Miles

ALCOCK CREEK

27	1	27	1
28	2	28	2
29	3	29	3
30	4	30	4
31	5	31	5
32	6	32	6
33	7	33	7
34	8	34	8
35	9	35	9
36	10	36	10
37	11	37	11
38	12	38	12
39	13	39	13

28	1	28	1
29	2	29	2
30	3	30	3
31	4	31	4
32	5	32	5
33	6	33	6
34	7	34	7
35	8	35	8
36	9	36	9
37	10	37	10
38	11	38	11
39	12	39	12
40	13	40	13

64	1	64	1
65	2	65	2
66	3	66	3
67	4	67	4
68	5	68	5
69	6	69	6
70	7	70	7
71	8	71	8
72	9	72	9
73	10	73	10
74	11	74	11
75	12	75	12
76	13	76	13

33	1	33	1
34	2	34	2
35	3	35	3
36	4	36	4
37	5	37	5
38	6	38	6
39	7	39	7
40	8	40	8
41	9	41	9
42	10	42	10
43	11	43	11
44	12	44	12
45	13	45	13

LOTS MARKED THUS ARE SOLD BEING RAPIDLY IMPROVED.

1

PLAN OF THE CITY OF

Baltimore

ON THE

BALTIMORE AND POTOMAC RAIL ROAD.

PRINCE GEORGES COUNTY,

MARYLAND.

1870

Drawn to a SCALE OF 100 FEET TO ONE INCH, by J.C. Lang.

French, Langran & Ogilvie, Lith. Washington, D.C.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
32																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
33																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
34																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
35																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
36																																					

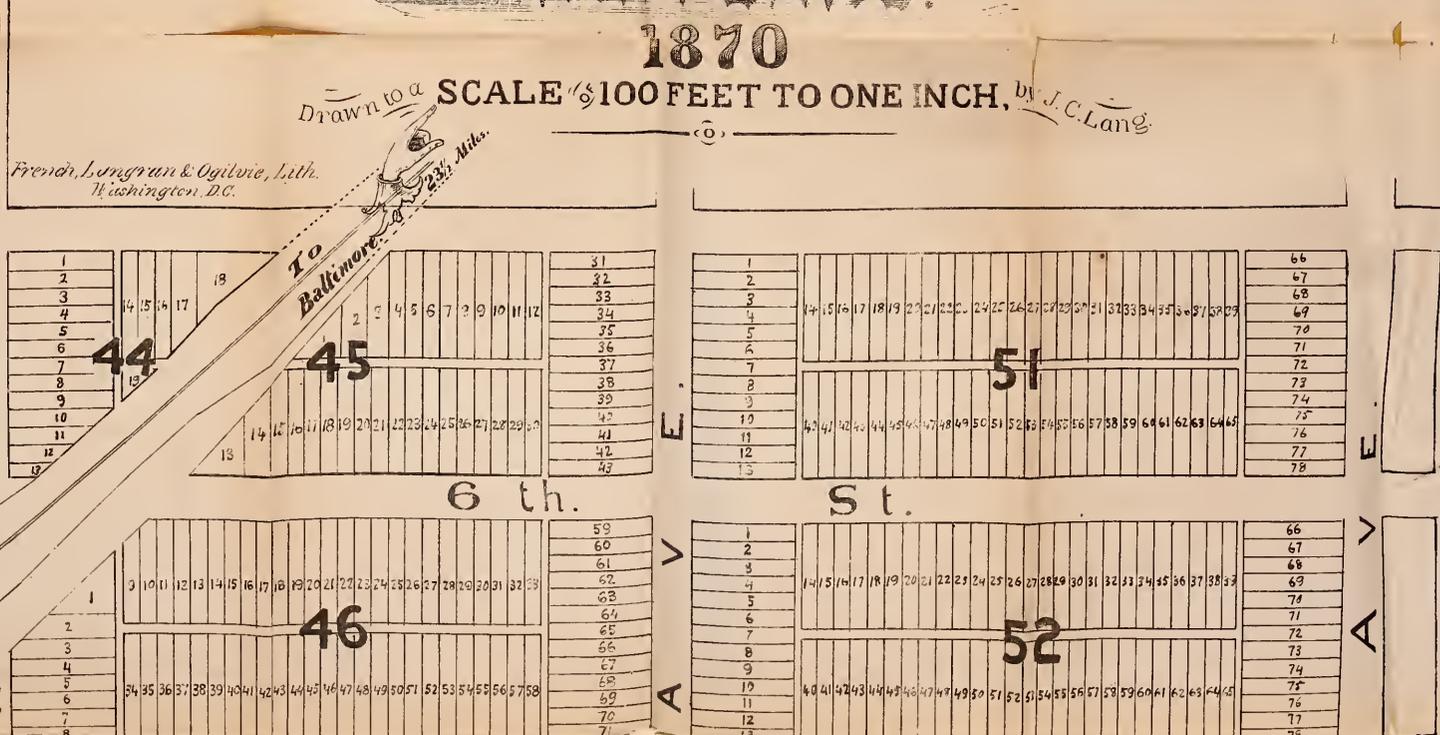
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
37																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
44																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
46																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
51																																					

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
52																																					



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----

7 th.																																																															
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64

St.																																																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66

C
E

41																																																																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76

47																																																																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76

St.																																																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66

U
R

42																																																																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76

48																																																																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76

St.																																																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66

P
S

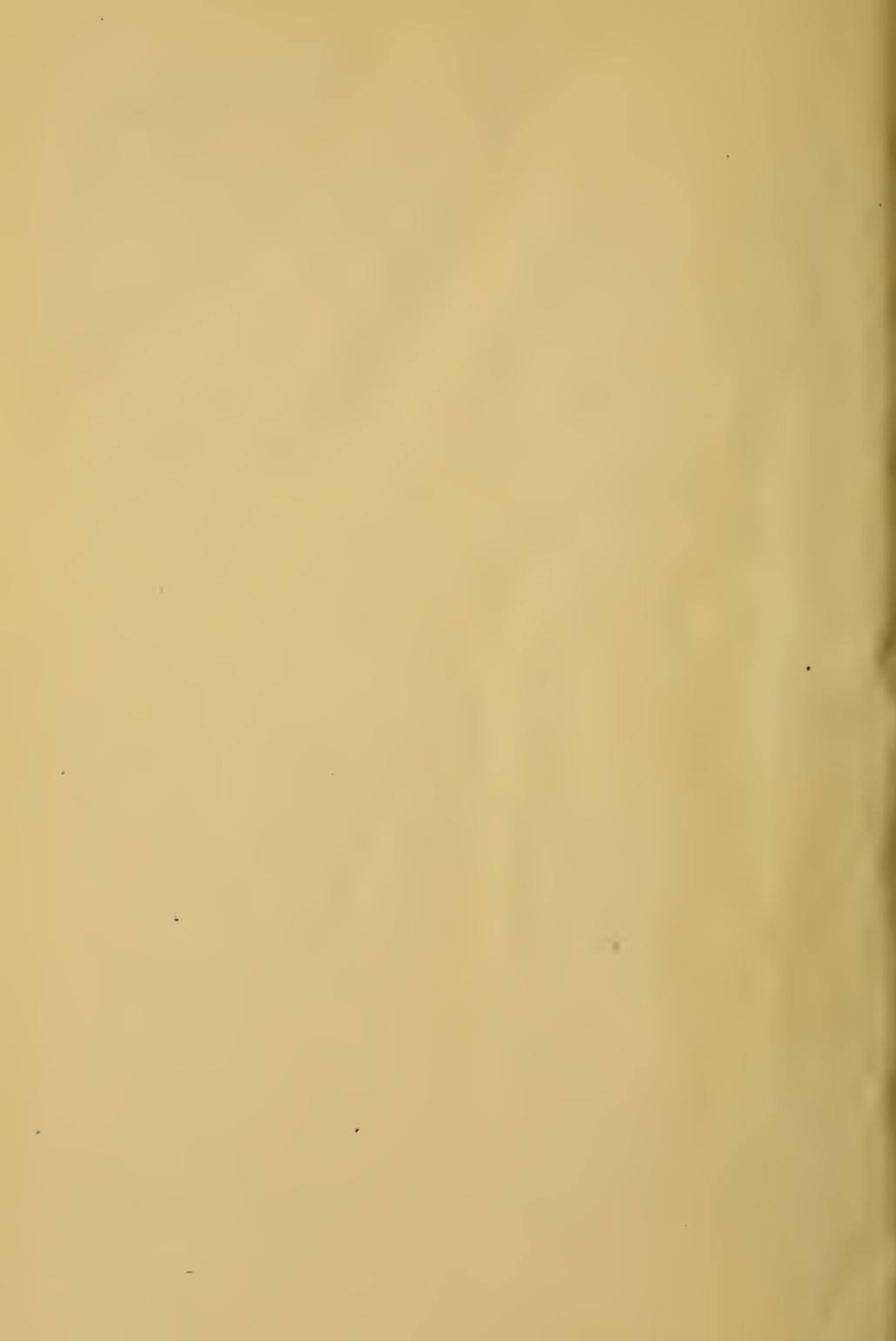
43																																																																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76

49																																																																											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76

St.																																																																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66

S
P

BEN. M. PLUMB & CO. PROPRIETORS,
WASHINGTON, D. C.







LIBRARY OF CONGRESS



0 014 313 844 6 ●